

VOLUME 6 SURVEILLANCE**CHAPTER 2 PART 121, 135, AND 91 SUBPART K INSPECTIONS****Section 32 Inspect a Part 91 Subpart K Program Manager or Part 135 (Nine or Less) Air Carrier****6-872 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.**

A. Maintenance: 3637.

B. Avionics: 5637.

6-873 OBJECTIVE. This section provides guidance in inspecting the aircraft, maintenance records, maintenance programs, and facilities of a Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K) program manager or 14 CFR part 135, § 135.411(a)(1) operator.

6-874 GENERAL.

A. Inspection. This inspection can be conducted as a result of any the following:

- An annual requirement;
- As part of a continuous surveillance activity;
- Reported problems with the carrier (complaint, a review of Service Difficulty Reports (SDR) or Mechanical Interruption Summaries (MIS), incident, accident, etc.); and/or
- Request by the office manager, district office, or region.

B. Compliance. Section 135.411(a)(1) requires operators operating aircraft type-certificated (TC) for nine or less passenger seats to comply with either the inspection and recordkeeping requirements of part 91 or an Approved Aircraft Inspection Program (AAIP). Although this is in accordance with § 135.419, the additional maintenance requirements in § 135.421 must still be met. Part 91, § 91.1109 requires program managers to establish and ensure that each aircraft is inspected in accordance with that inspection program.

C. Recordkeeping System. Principal inspectors (PI) should review the operator's recordkeeping systems for its adequacy in effecting timely corrections of recordkeeping errors. PIs should also give special attention to recordkeeping errors that may indicate deficiencies in the operator's maintenance program.

D. Cargo Operations, Part 135 (Nine or Less). The requirements of § 91.409(b) only apply to aircraft that carry revenue passengers. This allows cargo operations to function without using the 100-hour inspection.

6-875 AAIP.

A. What an AAIP Provides. An AAIP provides a means for a certificate holder to incorporate specific inspection requirements into an inspection program. The program can be used to control repetitive Airworthiness Directives (AD) and special inspections resulting from MIS or other service experience.

B. AAIP Scope. The program must encompass the total aircraft, including all installed equipment such as communications and navigational equipment, cargo provisions, and emergency equipment. It must include a schedule of the individual tasks or groups of tasks that comprise the program and the frequency with which these tasks are accomplished. The operator must substantiate the program and any revisions to the aviation safety inspector (ASI).

C. Aircraft Pool under an AAIP. When a group of aircraft involved in an aircraft pool is under an AAIP, each operator must maintain the required operations specifications (OpSpecs) for any pooled aircraft used. In addition, each operator involved in the pool is responsible for having procedures that determine the current maintenance status of each aircraft used from the pool.

6-876 ADDITIONAL MAINTENANCE REQUIREMENTS.

A. Aircraft Maintained Under § 135.411(a)(1). Any operator maintaining aircraft under § 135.411(a)(1) must comply with the maintenance requirements of § 135.421 for engines, propellers, rotors, and emergency equipment.

B. Manufacturer Maintenance Requirements/Federal Aviation Administration (FAA) Program. An operator may use either the manufacturer's recommended maintenance requirements or a program developed by the operator and approved by the Administrator. Any change to a program developed by an operator requires FAA approval.

6-877 MAINTENANCE PROGRAM APPROVAL FOR CARRY-ON OXYGEN EQUIPMENT USED FOR MEDICAL PURPOSES.

A. Medical Carry-On Oxygen. Carry-on oxygen to be used for medical purposes must be of an approved type. If the oxygen is owned by the operator, it must be under an approved maintenance program.

B. Medical Equipment for Carry-On Oxygen. The maintenance program for carry-on oxygen equipment used for medical purposes is approved for use on OpSpec/management specification (MSpec) D104, Additional Maintenance Requirements—Emergency Equipment, as an item of emergency equipment.

6-878 REVISING TIME LIMITATIONS.

A. Inspection/Overhaul Time Limitation Revisions. Revisions to inspection and overhaul time limitations for powerplants, propellers, rotors, and emergency equipment are based on service experience. The operator may request authorization for a time increase if the request is

accompanied by supporting data. The supporting data must substantiate that the increase will not adversely affect the airworthiness of the aircraft.

B. Items with Deterioration Not Affected by Operational Hours. Items whose deterioration is not affected by operational hours (such as electronic units and emergency flotation equipment) should have their time limitations established in terms of calendar-time.

C. Time Limitation Extensions. Time limitation extensions are approved and authorized for use by amending the OpSpecs/MSpecs.

6-879 PART 135 ON-DEMAND AIR CARRIER EXEMPTIONS ALLOWING PILOTS TO REMOVE AND REPLACE SEATS. Several part 135 on-demand operators have requested and received an exemption allowing company pilots to remove and/or replace seats in aircraft operated under part 135. An exemption is not required if the pilot meets the requirements of 14 CFR part 43, § 43.3(i).

A. Change in Aircraft Configuration. The exemption allows a change in aircraft configuration for hauling cargo or use as an air ambulance. The exemption can occur under the following conditions:

- While operating out of remote areas;
- When there are no certificated mechanics available; and
- When the pilot is properly trained to accomplish the job task and maintenance recording requirements.

B. Principal Maintenance Inspector (PMI) Review. PMIs are to review these exemptions to ensure that the following are accomplished:

- Ensure that the Weight and Balance (W&B) program for all approved configurations are reviewed;
- Ensure that the configurations are in the Approved Flight Manual (AFM); and
- Ensure that OpSpec A005, Exemptions and Deviations, and OpSpec E096, Weight and Balance (W&B) Control Procedures, reflect any changes relating to the exemption.

6-880 COORDINATION REQUIREMENTS. This task requires coordination between avionics and maintenance ASIs.

6-881 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Title 14 CFR parts 13, 43, 65, 91, and 91K.
- Advisory Circular (AC) 120-49, Certification of Air Carriers.
- AC 135-10, Approved Aircraft Inspection Program.
- OpSpecs/MSpecs.
- Operator's maintenance manual/part 91K inspection program.

B. Forms. None.

C. Job Aids. Job Task Analysis (JTA): 2.3.113.

6-882 PROCEDURES.

A. Review the Certificate-Holding District Office's (CHDO) Operator Files. Review the following:

1) MSpec/OpSpec D073, Approved Aircraft Inspection Program (AAIP). Ensure the following, when use of OpSpec D073 or MSpec D073 is applicable:

- All aircraft under this program are listed by make, model, serial, and registration numbers; and
- The program being used is identified.

2) Operator's Maintenance Manual. Review the following when use of the manual is applicable:

- Procedures for approving an aircraft for return to service (RTS) after inspections and non-routine maintenance;
- Procedures for conducting inspections; and
- Procedures to ensure that the recordkeeping requirements of § 91.417 are met.

B. Perform an Onsite Inspection.

1) **Inspect the Aircraft Maintenance Records.** Ensure that records meet the requirements of § 91.417 or § 91.1113, including:

- A description of work performed or reference to acceptable data; and
- The signature and certificate number of the person approving RTS.

2) **Inspect the Aircraft.** Inspect the operator's aircraft to ensure that the aircraft:

- Meet the type design;
- Are properly registered and certificated;
- Are in condition for safe operation; and
- Have nine or less passenger seats.

3) **Review Recordkeeping.** Ensure that the operator's recordkeeping system is adequate. Recordkeeping discrepancies could indicate the following:

- Maintenance performed may not comply with part 43;
- Maintenance may not be recorded in maintenance records;
- Operator maintenance program may be inadequate; and
- Operator may be experiencing systemic deficiencies.

4) Inspect the Facilities. Inspect the maintenance facility used by the operator to ensure that the operator can safely maintain its aircraft.

5) Review the Maintenance Program. If the operator is on a program other than a 100-hour/annual, ensure that:

- The latest revision is in the program; and
- The program is available to the operator's maintenance personnel.

6) Review the Records for a Part 135 On-Demand Operator Exemption. If applicable, ensure the following are accomplished:

- The W&B program for all approved configurations are reviewed;
- The configurations are in the approved form; and
- OpSpecs A005 and E096 reflect any changes relating to the exemption.

6-883 TASK OUTCOMES.

A. Complete the PTRS Record.

B. Complete the Task. Advise the operator that additional surveillance may be necessary to verify correction of discrepancies noted during surveillance.

C. Document the Task. File all supporting paperwork in the operator's office file.

6-884 FUTURE ACTIVITIES. Surveillance.

RESERVED. Paragraphs 6-885 through 6-900.